



# NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

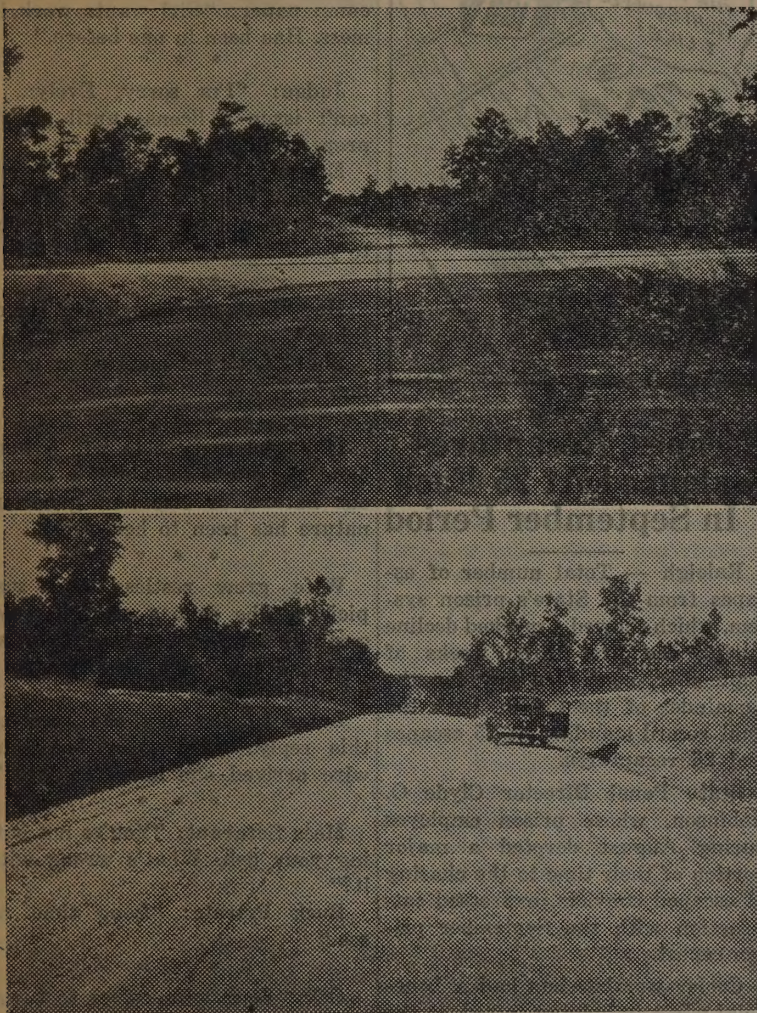
Sec. 562, P. L. & R.  
U. S. POSTAGE  
PAID  
Raleigh, N. C.  
Permit No. 205

Vol. 3—No. 19

RALEIGH, N. C.

Friday, October 10, 1947

## VIEWS ON NEW ROUTE OF N.C. 55



Progress on construction of an entirely new route for N.C. Highway 55, which will connect Apex and Durham when it is completed, is shown in the pictures above. To cost a total of \$589,394, the roadway, 16.4 miles in length, is being constructed by the W. C. Shepherd Company of Atlanta. Latest reports show that a 15.8-mile span of grading has been completed to date, and a soil base course has been laid for nine miles of the new route. (Photos by W. K. Mingis)

## North Carolina's Highway Officials Attend AASHO Meet In New York September 22-26

New York — Fourteen officials and five commissioners of the North Carolina State Highway and Public Works Commission, attending the thirty-third annual convention of the American Association of State Highway Officials at the Waldorf-Astoria here September 22-26, took an active part in committee discussions and appeared in several instances on the four-day program.

State Highway Engineer W. Vance Baise, appearing before the members of the Committee on Ad-

(Continued on page three)

## Salisbury Reporter Lauds Rural Roads Of Rowan County

Salisbury — Appearing in the September 28 issue of The Salisbury Post, a signed article by Homer F. Lucas gives high praise to recent rural road work in Rowan County in general, and to District Engineer George E. Rike in particular.

"Tour Of Rowan County Re-

(Continued on page four)

## Commission Reaffirms Highway Sign Policy; Approves Contracts Totaling \$1,775,479.92

### Cause Of Accidents Discussed By Burch In Magazine Article

Raleigh—"Responsibility of the Highway in Traffic Accidents," is subject of an article by Statistics and Planning Engineer James S. Burch which appeared in the October issue of TRAFFIC QUARTERLY, published by the Eno Foundation.

In the publication, which deals solely with the technical aspects of traffic problems and control, Burch discusses the factors in highway design and construction which have a bearing on highway safety. Prefacing his remarks with a statement as to the difficulty of securing full and accurate information on accidents, and of properly assessing the effect of individual causes on highway accidents, he summarizes the results of a recent study by the North Carolina Highway and Public Works Commission on the causes of highway fatalities.

"Not more than eight per cent of the fatal rural motor vehicle accidents on the North Carolina State Highway System are connected with highway deficiencies," Burch states in his article. "The figure," he continues, "may be as low as two per cent, or lower."

Chief causes of highway accidents, arranged in order according to findings of the Highway Commission survey are:

1. Driving too fast for conditions
2. Driver had been drinking
3. On wrong side of road, passing, etc.
4. Reckless driving
5. Pedestrian fault

"Thus," the report continues, "all evidence points to the conclusion that highway defects, or inadequacies as such, represent a minor cause of accidents. It is further our opinion that, if the driver would prudently, he could easily appraise and recognize these deficiencies, which would then disappear almost completely as contributing causes."

Despite the conclusions which he cites regarding the influence of highway conditions on accidents, Burch lists in his article the main deficiencies which exist on North Carolina roads. These include, he

(Continued on page four)

Raleigh—Acting upon a request from the United States Forest Fire Commission to paint fire-warning signs on the backs of highway signs, members of the State Highway and Public Works Commission on October 2 voted to turn down the request, and pledged themselves to increase their efforts to remove from the highways all advertising signs now placed too close to the roadway in violation of State Law.

Action on the sign request was taken after Chairman A. H. Graham had pointed out that any relaxation of North Carolina's present rigid sign regulations might set a precedent and lead to future abuses.

Following the recommendations of Chief Highway Engineer W. Vance Baise, the members of the Commission approved the award of all of the contracts from the September 30 letting, totaling \$1,775,479.92 in low bids received on 20 projects.

Letters from Col. Edward F. Griffin, president of the Franklin County Memorial Association, and Dr. C. C. Crittenden, head of the North Carolina Historical Commission, were read to the Commission members by Chairman Graham. Action was taken to allow the memorial group to erect a memorial plaque to the dead of the world wars on the new Tar River bridge east of Louisburg, and to assure the historical commission the cooperation of the highway administration in caring for historical

(Continued on page two)

## PRICE TRENDS AND SUPPLY

BY R. G. KING  
Purchasing Department

People still are running into scarcities. The shortages are to continue in months ahead if business remains good.

Steel is the basic scarcity, although it is being produced in record quantities for peacetime. Autos are being produced at far slower rates than expected a few months ago. And car makers say that steel shortages now are to cause still further shutdowns.

(Continued on page three)

**NORTH CAROLINA  
HIGHWAYS & PUBLIC WORKS**  
Vol. 3 October 10, 1947 No. 19

PUBLISHED BY THE  
NORTH CAROLINA STATE HIGHWAY  
& PUBLIC WORKS COMMISSION  
STATE HIGHWAY BUILDING,  
RALEIGH, N. C.

T. C. Wagstaff, Editor

Published semi-monthly by the State Highway and Public Works Commission in the interest of its employees and other citizens who are interested in the activities falling under the jurisdiction of the Commission. Sent free upon written application.

### SIGNS

Action of the members of the State Highway and Public Works Commission at their meeting of October 2 in refusing permission for the marking of the backs of State highway signs, in line with previous policy, was wise in view of possible abuses which might have resulted in the future.

At first glance, the painting of fire-warning signs, which was in question in this case, would seem to be a laudable objective. However, North Carolina highway signs are erected in such a manner as to provide the best possible front view, and are consequently almost impossible to read from the rear, no matter what the message painted there.

Although they are often taken for granted, adequate highway signs are possibly the best form of accident prevention and the greatest possible convenience which the State Highway Commission could provide for the motoring public. Since signs are a necessity, every effort is being made to render them as effective as possible, and at the same time to insure that they will not be directed so promiscuously that they will detract from the beauties of natural scenery.

Advertising signs which are placed along the roadways are a different matter, and restrictions applying to them have wisely been enacted into

law, providing that they be limited in number and placed a reasonable distance from the highways.

In refusing to allow additional wording to be applied to highway signs, and in renewing their efforts to enforce the laws applying to advertising signs, the members of the State Highway and Public Works Commission have taken a very wise stand.

### PRAISE

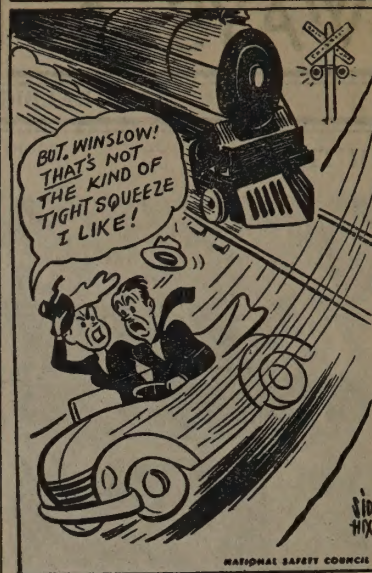
It is almost axiomatic that praise is something which no one, highway employes included, ever receives to too great a degree.

Recently, in The Salisbury Post, a newspaper which has a considerable circulation area in the western part of North Carolina, lavish praise was accorded District Engineer George Rike. In no way was that praise undeserved, but the fact that the engineer did receive his just deserts in the press serves to call attention to those many highway workers in all classifications who continue to pursue their duties in a highly efficient manner, but who never get any formal recognition for their efforts.

Within the Highway Commission a yearly form of public recognition, the D. B. McCrary Award, is given to some employe who has demonstrated that he is doing a job of outstanding worth. Even so, there are many persons working for the State Highway and Public Works Commission who get neither public praise nor an award for their work.

This, then, though it cannot point to individuals, is intended to indicate that the work of each and every highway employe is of vital importance to all of the citizens of North Carolina. That the according of individual praise is rare in this State is no indication that a real appreciation of the practical accomplishment of all highway workers does not rest with the majority of highway users in North Carolina.

## BUMPER CROP



## Escapes, Recaptures Balanced At 25 Each In September Period

Raleigh — Total number of escapes from the State's prison system, which showed a marked decline during the first three weeks of September, continued low for the remainder of the month, with the final record standing at 25 escapes and 25 recaptures.

State Penal Director Clyde O. Robinson, whose prison employes during August devoted a major portion of their time to the chasing of escaped convicts, expressed satisfaction with the September prison report.

Cooler weather has had a beneficial effect in helping to reduce the number of escapes from road gangs, Robinson said, and the recent installation of two-way radios on prison officials' cars has aided in the recapture of the escaped men.

### Escape Ratings

Escape ratings for September were:

#### Three Stars (No Escapes)

Central Prison and all others with the exception of the following:

#### Two Stars (One Escape)

Randolph 608, Franklin 401, Cumberland 304, Duplin 305, Cherokee 1003, Pender 307, Anson 701, Alleghany 801, Camp Polk, Dix Hill.

#### One Star (Two Escapes)

Caldwell 803, Chatham 601, Orange 507, Guilford 505, Macon 1009, Moore 606.

Non-Star  
(More Than Two Escapes)  
Watauga 808.

## Today's Chuckles

Gob: "I tried to get drunk last night but couldn't."

Mate: "Why not?"

Gob: "The flesh was willing but the spirits were weak."

\* \* \*

An advertisement in an army camp paper: "Girl wants work in mess. Has been in one before."

\* \* \*

Judge: "I'm sorry, Evelyn, I can't issue a license until you've properly filled out your form."

Evelyn: "Listen, Judge, if my boyfriend doesn't care, I don't see that it should make any difference to you."

\* \* \*

He: "Let's get married or something."

She: "Let's get married or nothing."

\* \* \*

If a girl expects to win a husband she ought to exhibit a generous nature, or else how generous nature has been to her.

\* \* \*

Wife grew restless and suspicious. She sent a straight telegram to her husband as follows: "John, dearie, remember, you're a married man."

Later in the day she received this reply: "Am sorry but your wire arrived one hour too late."

\* \* \*

Mess Sergeant: "You're not eating your fish. What's wrong with it?"

Buck Private: "Long time no sea."

\* \* \*

CO: "Your wife comes to town, I give you a 24-hour pass and you come back 24 hours late. How come?"

GI: "Well, sir, when I got to the hotel, my wife was taking a bath."

CO: "Did that take two days?"

GI: "No, sir, but it took pretty near that long for my uniform to dry."

## COMMISSION REAFFIRMS

(Continued from page one)  
State highways.

Addition of a road south of Monroe in Union County to the State Highway system as N. C. 207 was approved, as was the relocation of U. S. Highways 264-A and 58 through the town of Wilson.

Date of the next highway letting was set tentatively for November 4, and the date of the next commission meeting for November 6. Absent from the October 2 session were Commissioners Merrill Evans, Henry W. Jordan and John A. Goode.

## PRICE TRENDS

(Continued from page one)

sumer goods of virtually all kinds in the durable field, in fact, are held up for steel. More and more, supplies in dealers' hands are nearing demand levels at current prices. But the output that was expected to drive prices down still moves into the future.

Scarcities, even so, are dwindling. In large part, those that remain can be traced back to steel. Steel, however, could become abundant with any sudden slowdown in industry. Lumber that was scarce is becoming abundant. Rubber is plentiful and at low prices. Food is plentiful, too in U. S. stores, but at high prices. Most leathers are near abundance. Fats and oils are easing, now the Philippine copra is arriving in large quantities. Sugar is abundant.

There has been a big pickup since July 1 in the morale of builders. Many who have delayed operations during the past year because of uncertain costs and other restrictive factors now are putting their shovels into the ground and expect to have structures closed in before winter. This feeling of confidence is attributed to lifting of government restrictions, a degree of cost stabilization, more settled position of labor and the fact that ample supplies of most materials are becoming available.

Hesitancy which marked the builders strike in housing during the first half of the year has disappeared to a large extent as many purchasers and builders become convinced no sharp contraction in costs may be expected.

Just as we become reconciled to paying more for clothing, food and luxuries so will we become used to paying the higher costs of construction.

Throughout the U. S., supplies of petroleum and gas fuels are to be tight until spring, but no over-all acute shortage is in prospect now. Demand is to be greater than the supplies that can be shipped by present pipe-line and tank-car facilities. Some stocks are on hand now to make up part of the difference. Increased use of tank trucks and shuttling of supplies to areas where they are most needed may make up the rest, if demand is not further increased by severe weather. This year's supply of petroleum, exceeding 5,000,000 barrels daily, is the highest on record. Demand, at 5,700,000 barrels daily, is higher than at any time during the war, and it is expected to rise next year.

Administrative Practices on September 23, spoke on the subject: "Good Administration Requires the Plac-

## N.C. Highway Employees Association Has Annual Session In Charlotte October 3-4

Charlotte — Approximately 175 Highway Commission employees, meeting here October 3 and 4, heard addresses by State Highway and Public Works Commission Chairman A. H. Graham and State Treasurer Charles M. Johnson, elected officers, and changed their official name to the North Carolina State Highway Employees Association.

New head of the organization, formerly known as the North Carolina State Employees Association, is Assistant Division Engineer E. A. Crump of Wilson, elected to succeed W. B. Ferguson of Burnsville. T. F. Royall of Wadesboro was elected vice-president and Otis M. Banks of Raleigh was re-elected as general secretary-treasurer.

Renaming of the organization was undertaken by the membership assembled here in an attempt to clarify the position of the group. A number of requests from employees of other State departments have asked to become affiliated with the highway group which, however, has remained strictly for highway employees.

In drawing up a series of formal resolutions, the members of the employees' association deferred action on the proposition of a five-day work week, previously considered as a possible objective of the group.

Resolutions adopted by the association call for:

1. Systematic salary increases until each employee reaches the maximum in his classification.
2. Accumulation of annual leave for a maximum of three years.
3. Retirement at full retirement pay after 30 years service or at age 60, if the proposal is actuarially

## NORTH CAROLINA

(Continued from page one)

ing of Both Authority and Responsibility in Qualified Subordinate Personnel."

On September 24, before the Committee on Design, Chief Draftsman Edward Cothran of the Roadway Department spoke on the subject: "Importance of Providing Safe Stopping Distance in Accordance with the Demand for Specified Design Speeds."

In addition to speeches made by members of the North Carolina delegation, a report on equipment rental rates was presented on September 23 before the Committee on Maintenance and Equipment by Maintenance Engineer B. W. Davis.

Present for the convention here were North Carolina State Highway and Public Works Commission

sound.

4. Investigation of a civil service system.

5. Organization of local county units.

6. Investigation of possibility of liability insurance for operators of State-owned equipment under the new safety act.

7. Investigation of equalization of working hours and accumulation of holidays.

8. Investigation of possibility of permanent establishment of division and district headquarters in respective territories.

9. Investigation of possibility of placing State Highway patrol under State Highway and Public Works Commission.

10. Appointment of commission to confer with State Highway Commission on salary adjustments, promotions, etc.

In addressing the highway employees on Friday afternoon, October 3, Chairman Graham praised the "outstanding work" which the members of the association, in common with other highway employees, were performing, and asked for a continued effort on the part of all workers to give the taxpayers of North Carolina the utmost value in improved highways for their money.

At the banquet session Friday night, the group was addressed by State Treasurer Charles M. Johnson, who outlined the financial condition of the State and explained some details of its fiscal operations.

Final business session of the convention, at which the new officers were elected, was held on Saturday morning, October 4.

Chairman A. H. Graham, Chief Highway Engineer W. Vance Baise, Assistant Highway Engineer L. W. Payne, Statistics and Planning Engineer James S. Burch, Traffic Engineer R. A. Burch, Maintenance Engineer B. W. Davis, Bituminous Engineer T. V. Fathnestock, Right-of-way Engineer T. B. Wilson, Construction Engineer W. E. Hawkins, Landscape Engineer F. H. Brant, General Counsel R. Brookes Peters, Locating Engineer R. G. Browning, Bridge Engineer T. B. Gunter Jr., and Bridge Maintenance Engineer C. B. Taylor.

Also present at the convention were Commissioners Ben Douglas, John N. Hackney, Henry W. Jordan, John G. Clark and J. A. Bridger.

All herons fly with their necks drawn in, and their feet extended.

## Division Roundup

## Eighth Division

Commissioner Raymond J. Smith was a recent guest of the Blowing Rock and Boone Chambers of Commerce. While in the Boone area, Mr. Smith looked over work done this season by maintenance forces and by contract.

Charles G. Ashby, District Engineer of Elkin, has recovered from a rather lengthy illness, and has returned to work. Charles is looking fine, and we are mighty happy to have him back on the job.

R. R. Richardson, Supervisory Foreman of Sparta, has recovered from a recent operation and we are glad to have him back, too.

Division 8 office will move from Lenoir to North Wilkesboro, Monday September 29th.

J. H. COUNCILL, Reporter.

## Sixth Division

Supervisory personnel of Division Six held their quarterly meeting at the District One Office in Lumberton in August. Mr. L. E. Whitfield, Division Engineer, presided over the meeting which was mainly a discussion of the coming fall program and the spring work that has been completed in the Division.

C. B. Wicker, Division Prison Supervisor, has moved his residence from Siler City to Asheboro.

Speaking of this Safety Campaign now going on, Mr. A. D. Thames, Camp Sup. at Wagram would like for the word to get around that he has been driving automobiles since 1916. On Sunday, the 21th, he had his first accident — no one hurt — here's hoping it's his last.

J. L. Riley, Road Oil Supervisor, advises that if he lives to see October 10th, the end of the Road Oil Season, anyone seeking his presence will find him and Sallie (his dog) in the Moore County woods (hunting).

W. T. Smith, Resident Engineer, has at last found living quarters in Siler City and is now united with his family again.

Born to Mr. and Mrs. J. E. Gregson on Tuesday, 23rd, a son. "Greg" is Shop Foreman at the Division Shop in Asheboro.

On Wednesday evening, Sept. 24, District One held a Safety Meeting at the Wagram Prison Camp. L. M. Powell, Maintenance Supervisor, presided over the session. T. G. Poindexter, Assistant Division Engineer, Sgt. T. G. Brook, State Highway Patrolman, J. H. Alford, Division Mechanic, and Dr. E. C. Womble, Camp Physician at Wagram, made interesting talks on accident prevention and first aid.

E. C. DARDEN, Reporter.

## Low Bids Totaling \$1,775,479 Received At September 30 Letting Of 20 Projects

Raleigh.—Totaling \$1,775,479.82, low bids on 20 North Carolina highway projects were received September 30 by the State Highway and Public Works Commission at a letting which brought 123 bids on contracts calling for 99.8 miles of road work.

Although the total amount of the combined low bids was \$134,979.92 more than highway officials had previously estimated, Commission Chairman A. H. Graham expressed satisfaction at the competition between bidders and stated that most of the bids received were "reasonable." Heavy bidding on several of the projects included in the letting was noted, some of it by new contracting firms.

Lettings for the remaining months of 1947, Graham pointed out, are likely to include a smaller number of projects because of the limitations which winter weather imposes on highway work. In general, he said, winter road work on roadways requiring a new location will get primary emphasis, while a large part of the improvement work to be done on existing roadbeds will be delayed until next spring. Projects in the September 30 letting, and low bidders, were:

### Federal-aid

Pasquotank — Camden — Structures for three bridges on U. S. 17 between Junction U. S. 158 and South Mills and Box Culvert on U. S. 158, E. P. Brinkley, Raleigh, N. C. \$62,674.70.

Beaufort—Pamlico—Grading and structures of 12.57 miles from end of pavement on Sixth Street in Aurora east to N. C. 304, J. S. Hill Construction Company, Washington, N. C., \$142,130.00, roadways; Coastal Construction Corporation, Wilmington, \$71,956.00, structures.

Craven—Bituminous surfacing of 9.45 miles on N. C. 101 from east end of East Creek Bridge southeast to Carteret County Line, Brown Paving Company, Charlotte, \$146,536.50.

Columbus — Bituminous surfacing and structures of 9.82 miles on N. C. 410 from a point on U. S. 701 approximately two miles northeast of Tabor City northeast to a point one mile south of Chadbourne, Zeigler Cline Construction Company, Fayetteville, \$215,220.35, roadway; Coastal Construction Corporation, Wilmington, \$23,295.50, structures.

Duplin—Grading, surfacing and structures of 8.40 miles from a point approximately 400 feet from N. C. 41 east on Chinquapin-Lyman-Fountain road to Onslow County line, Dickerson, Inc., Monroe, N. C. \$150,902.45.

Moore — Grading, bituminous surface treatment and structures of 3.99 miles from a point on N. C. 22 south of Hallison north to a point approximately one mile south of High Falls, Wayne Engineering and Construction Co., Inc., Mt. Olive, \$73,423.35, roadway; Claude C. Wheeler, Inc., Oxford, \$24,256.00, structures.

Harnett — Grading, bituminous surface treatment and structures of 3.33 miles from a point on Buckhorn road 1.1 miles northwest of U. S. 15-A northwest to Christian Light Church, Boyle Construction Com-

pany, Sumter, S. C., \$46,421.00, roadway; Suber & Company, Inc., Whitmire, S. C., \$18,990.65, structures.

Buncombe—Grading and structures of 1.54 miles on U. S. 19 and U. S. 23 from a point approximately 1.4 miles northeast of Enka to a point in Asheville, 800 feet northeast of the city limits, Asheville Construction Co., Asheville, \$52,707.00, roadway; Neal Hawkins, Gastonia, \$72,880.40, structures.

Gaston—Grading and bituminous surface treatment of 5.72 miles from a point on the McAdenville—Mt. Holly road approximately one mile north of McAdenville northwest to N. C. 275, P. & P. Construction Co., Inc., Concord, \$60,652.25.

Iredell—Grading and structures of 10.94 miles from a point approximately seven miles north of Statesville north to N. C. 901, W. E. Graham & Sons, Cleveland, N. C., \$65,638.00, roadway; Claude C. Wheeler, Inc., Oxford, \$124,113.00, structures.

Henderson — Structures for overhead bridge over Southern Railway at Fletcher, Neal Hawkins, Gastonia, \$20,892.60.

### State Betterment

Halifax—Sand asphalt surfacing of 5.3 miles from N. C. 125 to U. S. 301 on N. C. 481, Exum-Cline Construction Co., Rocky Mount, N. C., \$39,668.00.

Camden-Pasquotank—Sand asphalt surfacing of 2.7 miles from N. C. 343 to Texaco Beach in Camden County and on streets in Elizabeth City, Nello L. Teer Company, Durham, N. C., \$15,391.20.

Carteret—Sand asphalt surfacing of 12.95 miles on N. C. 101 from Craven County line to U. S. 70, Brown Paving Company, Charlotte, \$68,030.50.

Wake—Sand asphalt surfacing of 10.9 miles from a point 4.4 miles north of Raleigh on U. S. 1-A north to a point on U. S. 264 west of Wake Forest, F. D. Cline Const. Co., Raleigh, \$143,474.00.

Wilson — Bituminous surfacing of 5.8 miles from a point on U. S. 301 to 2.2 miles southwest of Wilson at Contentnea Creek and extending 4.7 miles southwest on county road from a point in Lucama and extending 1.1 miles northwest on county road, Exum-Cline Construction Co., Rocky Mount, \$29,950.00.

Durham—Bituminous surfacing of 3.49 miles on Hamlin Road from Weaver to Jones Quarter, Nello L. Teer Company, Durham, \$48,295.70.

Hoke—Sand asphalt resurfacing of 0.5 miles on N. C. 211 in Raeford, Zeigler Cline Construction Co., Fayetteville, \$6,000.00.

Moore—Sand asphalt base course of 6.4 miles from Junction of U. S. 1 and U. S. 501 in nAberdeen to Richmond County line, Blythe Bros. Company, Charlotte, \$34,765.00.

Rowan—Bituminous surface treatment of 6 miles on county road between N. C. 150 and N. C. 152 beginning near city limits of China Grove, Ray D. Lowder, Albemarle, \$17,215.77.

## CAUSES OF

(Continued from page one)

says, limited sight distance, narrow bridges, slick pavements and roads which, by reasons of age and obsolescence, are too narrow and curved and not properly super-elevated. All of these defects, he points out, are slated for elimination as promptly as the State's highway improvement program can be fully carried out.

## State's First Major Survey Of Parking Scheduled For Charlotte In Late October

Charlotte—First of its kind ever to be conducted in North Carolina, a survey to determine the parking pattern of this city and the effect of parking practices on the flow of traffic is scheduled to get under way here late in October.

To be conducted by the State Highway and Public Works Commission, the survey project will be under the direction of Statistics and Planning Engineer James S. Burch and will last for a period of approximately six weeks, of which time three weeks will be devoted to preliminary preparations. Cost of the survey is estimated at \$10,000, of which amount the City of Charlotte will pay a part, the State Highway and Public Works Commission a part, and the Public Roads Administration the remainder.

The parking survey to be conducted here is the first of its kind in North Carolina, highway officials have pointed out, and is expected to supply new information concerning the effect of parking in a given area on the flow of traffic. Purpose of the survey is not to offer a method of curing Charlotte's parking problems, but to provide a diagnosis showing what can be done in the way of improvement.

According to information released by Burch, the procedure to be followed in the survey will involve:

1. Physical inventory of all the available parking space at the curb, on parking lots and storage buildings in the downtown area.

2. Interview of all parkers for one day to determine source of trip, purpose, destination of walking trip after parking, length of time of parking.

3. Cordon of traffic count stations around the business district to show the number of cars that enter and leave the area and are parked in the area for any given hour.

4. Analysis and report.

For the execution of the survey, a staff of 25 to 35 persons will be required, most of them to be employed from the Charlotte area. The local workers will be supervised by officials from Highway Commission headquarters, and the Public Roads Administration will provide one man to act in a supervisory capacity.

Complete analysis of the parking situation in Charlotte will be made immediately after the survey is completed, and an official report is expected by January 1, 1948.

The common house rat is a native of Southern Asia.

## Baise Will Address Session In Virginia On Secondary Roads

Richmond, Va.—W. Vance Baise, Chief Engineer of the North Carolina State Highway and Public Works Commission, will address the first annual Virginia Highway Conference on "The Development of a Secondary Road System" when the conference is held at VMI in Lexington, Va., October 31-November 1.

Designed to bring together State, city and county officials for discussion of mutual problems of roads and streets, the conference will be the first of its type held in the State.

Other prominent speakers will include Thomas H. MacDonald, U. S. Public Roads commissioner, Virginia Senators Harry Byrd and Willis Robertson Governor William H. Tuck, Colgate Darden, former governor and president of the University of Virginia, and men known throughout the nation in highway circles.

Mr. Baise will address the Saturday morning session of the two day conference. He will be introduced by A. H. Pettigrew, right-of-way engineer for the Virginia Department of Highways.

## SALISBURY REPORTER

(Continued from page one)

veals That Rural Roads Are Definitely Improved," the Post story is headed, and pictures are attached which show local road-building activity. Comparing road conditions now with road conditions of two years ago, Lucas has noted a vast amount of improvement, and calls attention to some of the more recent accomplishments in the county.

"During the past two years," the Post states, "more than 80 miles of rural roads in Rowan County have been paved and other work is scheduled in the immediate future. Approximately \$250,000 over and above the regular budget for road work in Rowan County has been spent in the past 24 months."

"Rural residents who travel the more than 900 miles of road in Rowan County," the Post article concludes, "are quick to point out that remarkable improvements have been made only by the hard work of Mr. Rike and members of the highway commission."